

APPENDIX B

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| Table B-1 Baseline Roadway Improvements | | | | | |
|--|--------------|------------------|--|--|-------------------|
| Facility | Jurisdiction | Type | Improvement | Limits | Status |
| 135th Street | Will County | County | Bridge crossing Des Plaines River and add lane in each direction | IL Route 53 to New Avenue | Project Completed |
| IL Route 59 | State | Arterial Highway | Add lane in each direction | IL Route 126 to 103 rd Street | Project Initiated |
| IL Route 59 | State | Arterial Highway | Add lane in each direction | DuPage River to I-55 | Project Proposed |
| U.S. Route 30 | State | Arterial Highway | Add lane in each direction | 159 th Street to Black Road/Ruby Street | Project Proposed |
| IL Route 7 | State | Arterial Highway | Add lane in each direction | Gougar Road to La Grange Road | Project Proposed |
| Will Cook Road | Cook County | Collector | New facility, one lane in each direction | 159 th Street to U.S. Route 6 | Project Completed |
| 143rd Street | Will County | Collector | Add lane in each direction | 94 th Avenue to 80 th Avenue | Project Proposed |

| Table B-2 Other Transportation Facilities | | | | |
|--|-------------------------|---|--|-------------|
| Service | Jurisdiction | Existing Infrastructure | Proposed Infrastructure | Status |
| Commuter Rail | Metra Rock Island | Service from Joliet to Chicago. Station at Joliet and New Lenox. | Future Station just east of Joliet | Operational |
| Commuter Rail | Metra Heritage Corridor | Service from Joliet to Chicago. Station at Joliet, Lockport and Lemont. | Future Station at 135 th Street | Operational |
| Commuter Rail | Metra | Existing NS Rail Line | Future Southwest Service to Manhattan with a stop in New Lenox | Proposed |
| Commuter Rail | Metra | Existing SP Rail Line | Service from Joliet to Wilmington | Proposed |

| Table B-2 Other Transportation Facilities | | | | |
|--|---|---|---|-------------------------------|
| Service | Jurisdiction | Existing Infrastructure | Proposed Infrastructure | Status |
| Commuter Rail | Metra | Existing EJ&E freight Line | Circumferential commuter rail service with stops at Brisbane, North Joliet, East Joliet | Preliminary Feasibility Study |
| Commuter Bus | Pace Route 831 (Joliet – Midway) | Serving: Midway CTA Station, Midway Airport, Lemont, Stateville Prison, Joliet, Joliet Union Station (Amtrak/Metra) | None | Operational |
| Commuter Bus | Pace Route 506 (East Washington) | Serving: Joliet City Center, Salem Village, Joliet Job Corps, YMCA East, Joliet Central High School | None | Operational |
| Commuter Bus | Pace Route 504 (South Joliet) | Serving: Downtown Joliet, Union Station, Philip Murray Complex, Sunny Hill Nursing Home, Will Co. Health Complex, Ranch Plaza, Sugar Creek Apts., Harrah's | None | Operational |
| Commuter Bus | Pace Route 502 (Cass-Marquette Gardens) | Serving: Downtown Joliet, Joliet Central High School, Silver Cross Hospital, Gompers Junior High School, Joliet West H.S., St. Joseph Hospital, Wilderness Mall | None | Operational |
| Commuter Bus | Pace Route 503 (Black Road – Raynor Park) | Serving: Downtown Joliet, Hufford Junior High School, North Ridge Plaza, Harrah's Casino, Murphy Building, John Holmes Complex | None | Operational |
| Commuter Bus | Pace Route 834 (Joliet-Yorktown) | Serving: Yorktown Center, Good Samaritan Hospital, Downers Grove Metra Station, Lewis University, Joliet | None | Operational |
| Commuter Bus | Pace Route 855 (I-55 Flyer) | Serving: Park-n-Ride Romeoville: Romeo Center Plaza, Park-n-Ride Canterbury, Park-n-Ride Bolingbrook, Park-n-Ride Burr Ridge, Chicago Loop | None | Operational |

| Table B-2 Other Transportation Facilities | | | | |
|--|--|--|--|-----------------|
| Service | Jurisdiction | Existing Infrastructure | Proposed Infrastructure | Status |
| Commuter Bus | Pace Route 824 (East Bolingbrook – Lisle Feeder) | Serving: Winston Woods, Sugar Brook, East Bolingbrook, Bolingbrook Jewel Lot, Lisle Metra Burlington Northern (BN) Station | None | Operational |
| Commuter Bus | Pace Route 823 (West Bolingbrook – Lisle Feeder) | Serving: Brookwood Estates, Indian Oaks, Picardy Lanes, West Bolingbrook, Lisle Metra Burlington Northern (BN) Station | None | Operational |
| Commuter Bus | Pace Route 833 (Joliet – United Parcel Service) | Serving: Joliet, Pace Park-n-Ride Bolingbrook, UPS Facility - Hodgkins | None | Operational |
| Commuter Bus | Pace | Park and Ride site locations at I-55 and IL Route 7 | Park and Ride site locations at Joliet, New Lenox, Bolingbrook, Woodridge, I-355 and Ashley, Romeoville and Rt 6 near Cedar Road | Operational |
| Waterway | Chicago Sanitary and Ship Canal | Lake Michigan to the Mississippi River | None | Operational |
| Freight Rail | BNSF | Service running north-south through Joliet | None | Operational |
| Freight Rail | IC | Service running north-south through Joliet | None | Operational |
| Freight Rail | NS | Service running north-south through New Lenox | None | Operational |
| Airport | Joliet Park District | 4 Runways averaging 44 operations/day | None | Operational |
| Lemont Landing Field | Private | Located on 127 th Street | None | Non-operational |
| Lewis University Airport | Lewis University | 2 Runways averaging 252 operations/day | Plans to expand | Operational |
| Old Plank Road Trail (OPRT) | Old Plank Road Trail Management Commission | Park Forest west to Joliet | Plans to connect OPRT to I&M Trail in downtown Joliet | Operational |

| Table B-2 Other Transportation Facilities | | | | |
|--|--|--|-------------------------|-------------|
| Service | Jurisdiction | Existing Infrastructure | Proposed Infrastructure | Status |
| Centennial Trail | Forest Preserve Dist of Cook, DuPage and Will Counties | Follows Des Plaines River from Lockport to Lyons | None | Operational |
| I&M Canal Trail | Illinois Dept. of Natural Resources | Summit to La Salle/Peru | None | Operational |

| Table B-3 Major Employers within Project Corridor | | | |
|--|---------------------|---|-------------|
| Name | Number of Employees | Size Ranking within Will County by # of Employees | Location |
| Provena St. Joseph Medical Center | 2,400 | 2 | Joliet |
| Will County Gov't | 1,668 | 3 | Joliet |
| Empress Casino | 1,600 | 4 | Joliet |
| Harrah's Casino | 1,404 | 5 | Joliet |
| Sprint PCS | 1,200 | 6 | Bolingbrook |
| Valley View School District 365U | 1,100 | 7 | Romeoville |
| Tellabs, Inc. | 1,063 | 8 | Bolingbrook |
| City of Joliet | 900 | 10 | Joliet |
| Citgo – Lemont Refinery | 645 | 16 | Lemont |
| Sharp Electronics Corporation | 600 | 20 | Romeoville |
| Lincoln Way H. S. District 210 | 425 | 30 | New Lenox |
| Lewis University | 390 | 36 | Romeoville |
| New Lenox School District 122 | 38 | 38 | New Lenox |

| Table B-4 Preserves and Parks in Project Corridor | | | | | | |
|--|---|---|--|--|--|---|
| County | 1993 Total Number of Preserves and Parks | 1998 Total Number of Preserves and Parks | Planned Preserves and Parks | 1993 Total Hectares (Acres) | 1998 Total Hectares (Acres) | Planned Hectares (Acres) |
| Will | 14 | 14 | Spring Creek Floodplain and Buffer | 974 (2,407) | 974 (2,407) | 513 (1,267) |
| DuPage | 2 | 2 | None | 1,076 (2,660) | 1,076 (2,660) | None |
| Cook | 2 | 2 | None | 61 (150) | 61 (150) | None |

EMPLOYMENT CENTER TRAVEL TIME ANALYSIS

As part of the Supplement to the Final EIS for the proposed action, an employment center travel analysis was run to compare two separate scenarios:

- Existing condition (1996) travel compared to 2020 No-Action travel
- 2020 Build Alternatives (Tollroad/Freeway, Lemont Bypass and Enhanced Arterial) travel compared to 2020 No-Action travel

Assumptions

For each analysis run, the point on origin was assumed to be TAZ # 1548, located in New Lenox at the southern end of the Project Corridor. From this location, travel times were sought for the following locations, shown in Table 1 with their appropriate TAZ.

Once the travel times to the above TAZs were found, they could be compared with the travel times of the 2020 No-Action Alternative to determine the percent reduction (for the Build Alternatives) and the percent increase (for the existing condition).

Data provided from CATS were used to identify the travel times between the origin point (TAZ 1548) and the job center destination. Specifically, the “Congested Auto Travel Time (minutes) from the AM Peak Assignment” matrix was analyzed for each Alternative.

| Table 1 TAZ Numbers and Locations | |
|--|-------------|
| Location | TAZ# |
| Naperville/Aurora | 1049 |
| Lisle | 1020 |
| West Chicago | 1040 |
| Downers Grove | 1019 |
| Woodfield | 884 |
| Oakbrook | 923 |
| O’Hare Airport | 871 |
| Midway Airport | 386 |

Existing Condition versus 2020 No-Action

The existing condition was compared with the 2020 No-Action Alternative to determine the percent increase in travel time is the transportation system is left as-is, with only baseline 2020 RTP improvements made in the Project Corridor. To do this, the travel times for the TAZs mentioned above were found for existing condition and the 2020 No-Action Alternative. The difference in the two values was then divided by the existing condition travel time to produce the percent increase in travel time. The results are shown in Table 2.

| Table 2 Existing Condition versus 2020 No-Action Alternative Travel Times (minutes) | | | | |
|--|------------|----------------------------------|-----------------------|---------------------------|
| Location | TAZ | Alternative | | Percent Difference |
| | | Existing Condition (1996) | 2020 No-Action | |
| Naperville/Aurora | 1049 | 83.23 | 129.6 | +55.7 |
| Lisle | 1020 | 83.90 | 118.4 | +41.1 |
| West Chicago | 1040 | 99.23 | 145.0 | +46.1 |
| Downers Grove | 1019 | 83.54 | 118.7 | +42.1 |
| Woodfield | 884 | 98.91 | 144.8 | +46.4 |
| Oakbrook | 923 | 85.01 | 123.7 | +45.5 |
| O’Hare Airport | 871 | 120.10 | 161.9 | +34.8 |
| Midway Airport | 386 | 89.94 | 118.3 | +31.5 |

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2020 Build Alternatives versus 2020 No-Action Alternative

The 2020 No-Action Alternative travel times were compared with the three Build Alternative travel times. Similar to the above analysis, the travel times for the TAZs mentioned above were found for all four Alternatives. The difference between the Build travel times and the No-Action travel times were divided by the No-Action travel times to determine the percent difference. The results are shown in Table 3 below.

| Table 3 2020 No-Action Alternative versus Build Alternative Travel Times (minutes) | | | | | | | | |
|---|------|----------------|------------------|---------------|-------------------|--------------------|-------|------|
| Location | TAZ | Alternative | | | | Percent Difference | | |
| | | 2020 No-Action | Tollroad/Freeway | Lemont Bypass | Enhanced Arterial | TF | LB | EA |
| Naperville/Aurora | 1049 | 129.6 | 105.4 | 112.2 | 124.9 | -18.7 | -13.4 | -3.6 |
| Lisle | 1020 | 118.4 | 89.97 | 94.18 | 109.8 | -24.0 | -19.0 | -7.3 |
| West Chicago | 1040 | 145.0 | 115.7 | 120.2 | 138.5 | -20.2 | -17.1 | -4.5 |
| Downers Grove | 1019 | 118.7 | 88.84 | 94.18 | 109.1 | -25.2 | -19.0 | -7.3 |
| Woodfield | 884 | 144.8 | 114.7 | 118.9 | 133.8 | -20.8 | -17.9 | -7.6 |
| Oakbrook | 923 | 123.7 | 99.38 | 105.7 | 112.4 | -19.7 | -14.6 | -9.1 |
| O'Hare Airport | 871 | 161.9 | 141.4 | 145.3 | 152.0 | -12.7 | -10.3 | -6.1 |
| Midway Airport | 386 | 118.3 | 98.63 | 105.4 | 109.9 | -16.6 | -10.9 | -7.1 |

Conclusion

After running both sets of analysis; comparing the existing condition with the 2020 No-Action Alternative and the Build Alternatives with the 2020 No-Action Alternative, it was obvious that allowing the Project Corridor to remain as-is would be inappropriate in terms of efficient transportation travel times. With an average increase in travel time of +42.9% to regional suburban job centers, the No-Action Alternative presented does not meet three of the four needs presented in the Purpose and Need, namely 1) Improve access between residential areas and regional job centers, 2) Improve regional mobility, and 3) Address local system deficiencies. While all three of the Build Alternatives yielded improved travel times, the Tollroad/Freeway Alternative yielded the largest percent improvement at 20% (average) over the 2020 No-Action Alternative.

LOCAL TRAVEL TIME ANALYSIS

A travel time analysis was run for two scenarios; the existing condition (1996) versus the 2020 No-Action Alternative and for the three Build Alternatives versus the 2020 No-Action Alternative presented above. The purpose of the analysis was to determine which Alternative was best in terms of moving vehicles within the Project Corridor in the shortest amount of time. To complete this task, TAZ matrices provided by the Chicago Area Transportation Study (CATS) were edited to include only those zones present in the Project Corridor.

Methodology

CATS provided five separate sets of matrices for the existing condition, No-Action, Enhanced Arterial, Lemont Bypass and the Tollroad/Freeway Alternatives. The names of the different matrices are provided below.

- Total Auto Trips during the AM Peak Period
- Trip Distance (miles) Calculated during the AM Peak
- Auto Mode Work Trips during the AM Peak Period
- Congested Auto Travel Time (minutes) from the AM Peak Assignment

Two of the matrices, “Total Auto Trips during the AM Peak Period” and “Congested Auto Travel Time (minutes) from the AM Peak Assignment” were used for the analysis.

The first matrix, “Total Auto Trips during the AM Peak Period” was used to determine the number of vehicles traveling from zone to zone within the Project Corridor. The “Congested Auto Travel Time (minutes) from the AM Peak Assignment” was used to determine the average time for one vehicle to travel from zone to zone. By multiplying the two matrices together, the total amount of time for all traffic during the AM peak to travel from zone to zone was found. Summing the entire matrix would then yield the total travel time during the AM peak for that Alternative.

Analysis

The analysis utilized the methodology stated above to determine which Alternative would create the least amount of travel time in the Project Corridor for the AM peak. The CATS matrices were edited to reflect only those zones in our Project Corridor, and then multiplied together. The summation of the final matrix represents the total travel time during the AM peak throughout the Project Corridor, and is shown in the Tables 1 and 2 below.

| Table 1 Existing Condition versus 2020 No-Action Travel Time Analysis | | |
|--|--|--------------------|
| Alternative | Total Travel Time during AM Peak (hours) | Percent Difference |
| Existing Condition (1996) | 4,078 | -- |
| 2020 No-Action | 10,253 | +151% |

| Table 2 Build Alternatives versus 2020 No-Action Alternative Travel Time Analysis | | |
|--|---|---------------------------|
| Alternative | Total Travel Time during AM Peak (hours) | Percent Difference |
| Tollroad/Freeway | 8,956 | -12.65% |
| Lemont Bypass | 9,214 | -10.13% |
| Enhanced Arterial | 9,561 | -6.75% |
| No-Action | 10,253 | -- |

Conclusion

From the travel time analysis performed above, it can be seen that the No-Action Alternative does not solve the Project Corridor's inefficient transportation network, nor is it a practical solution given the large percent increase in travel times. Of the Build Alternatives presented, the Tollroad/Freeway Alternative provided the greatest percent difference in travel times throughout the Project Corridor, followed by the Lemont Bypass, and Enhanced Arterial Alternatives.

TRAVEL TIME COST ANALYSIS

A travel time cost analysis was run to determine which Alternative would have the greatest cost savings in terms of travel times.

Methodology

To generate a comparison between the existing condition (1996) and the No-Action Alternative and the three Build Alternatives and No-Action Alternative with respect to cost savings in terms of travel times, an average person time value of \$13.76 was used. This number was solicited from Bureau of Labor Statistics (August 2000), as the average hourly rate for a private employee.

Simply multiplying this rate by the travel times determined in the previous analysis would provide the cost of travel in the Project Corridor. The difference between the existing condition and the No-Action, and the three Build Alternatives and the No-Action Alternative, would represent the cost savings.

It should be noted that comparisons between the existing condition (1996) and year 2020 Alternatives are presented using year 2000 dollars.

Analysis

Tables 1 and 2 below indicate the cost and savings for the existing condition compared with the No-Action Alternative and for each Build Alternative compared with the No-Action Alternative. The annual savings are based on 250 working days per year.

| Table 1 Existing Condition (1996) versus Year 2020 No-Action Alternative Travel Time Cost Analysis | | | | |
|---|-------------|------------|-----------------|------------------|
| Alternative | Travel Time | Cost | Savings (Daily) | Savings (Yearly) |
| Existing Condition | 4,078 | \$ 56,113 | -- | -- |
| 2020 No-Action | 10,253 | \$ 141,081 | -\$ 84,968 | -\$21,242,000 |

| Table 2 Build Alternatives versus Year 2020 No-Action Alternative Travel Time Cost Analysis | | | | |
|--|-------------|-----------|-----------------|------------------|
| Alternative | Travel Time | Cost | Savings (Daily) | Savings (Yearly) |
| Tollroad/Freeway | 8,956 | \$123,234 | \$17,846 | \$4,461,680 |
| Lemont Bypass | 9,214 | \$126,784 | \$14,296 | \$3,574,160 |
| Enhanced Arterial | 9,561 | \$131,559 | \$9,521 | \$2,380,480 |
| 2020 No-Action | 10,253 | \$141,081 | -- | -- |

Conclusion

The No-Action Alternative compared with the existing condition analysis yielded greater than \$21 million in savings lost over the existing condition. While all the Build Alternatives presented savings, the Tollroad/Freeway Alternative provides the greatest savings over the No-Action Alternative, followed by the Lemont Bypass and the Enhanced Arterial Alternatives.

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CRASH ANALYSIS

Crash data provided by the Illinois Department of Transportation (IDOT) was compiled to determine if the proposed extension of I-355 would provide for an increased amount of safety over the use of local roads by comparing previous year's data. IDOT was able to provide data for 1996-1997. IDOT provided data for both freeways and local streets within District 1 (the Chicago Metro area).

Assumptions

For the purposes of this analysis, it was assumed that the Project Corridor was in an urban setting. This assumption was based on previous development as well as current and projected development that is occurring or will occur within the Project Corridor. It was also assumed that for both arterial Alternatives (Lemont Bypass and Enhanced Arterial), Gougar Road would be redesigned as a four-lane cross section. The freeway portion of the Lemont Bypass Alternative was assumed to be a six-lane cross section. The Toll-road/Freeway Alternative would consist of a four-lane cross-section in the southern portion and a six-lane cross-section in the northern portion. Analysis also assumes that IDOT data applies to the Project Corridor.

The results presented in this analysis are intended to be used for a percent comparison. In no way is this analysis intended to predict the actual number of crashes.

Existing Conditions

Much of the existing local roadway network throughout the Project Corridor consists of two-lane, two-way roadways with a few four-lane, two-way roadways. IDOT data indicates a critical rate of 3.209 crashes per million vehicles miles traveled (VMT) for an urban two-way street with two and less lanes of travel. Similarly, a critical rate of 3.975 crashes per million VMT was documented for a two-way street with three or more lanes of travel.

IDOT also indicates that for an urban freeway with four or less lanes of travel, the critical rate is 1.580 crashes per million VMT while an urban freeway with five or more lanes of travel has a critical rate of 0.617 crashes per million VMT. I-80 has a four-lane cross-section and I-55 has a six-lane cross-section within the project area. In the future, I-80 will likely be widened to a six-lane cross-section.

The Illinois State Toll Highway Authority (ISTHA) indicated that the overall tollroad system has an crash rate (averaged over three years) of 1.414 crashes per million VMT.

Table 1 summarizes the critical rates (crashes per million VMT) that will be used for the various roadway types within the Project Corridor.

| Table 1 Crash Analysis | |
|----------------------------------|--|
| Roadway Type | Critical Rate (crashes per million VMT) |
| Two-way Street, 2 lanes and less | 3.209 |
| Two-way Street, 3 lanes and more | 3.975 |
| Freeway, 4 lanes and less | 1.580 |
| Freeway, 5 lanes and more | 0.617 |
| Tollroad | 1.414 |

Proposed Conditions

Four separate Alternatives were analyzed with respect to crash data; No-Action, Lemont Bypass, Enhanced Arterial and Tollroad/Freeway.

The No-Action Alternative would leave all roadways within the Project Corridor as they are with the exception of projects included in the 2020 Regional Transportation Plan (RTP) and additional baseline roadway improvements discussed in the Supplement to the FEIS. As stated above, since most of the roadways within the Project Corridor consist of two-way street cross-sections, crash rates of 3.209 and 3.975 crashes per million VMT will be used for most of this Alternative.

The Lemont Bypass Alternative consists of local roadways as well as a freeway cross-section in the northern portion. This Alternative calls for Gougar Road to be widened to a four-lane cross-section and a new freeway extending north of 143rd Street to meet in with the existing I-355, as a six-lane cross-section.

The Enhanced Arterial Alternative consists of improvements to local roadways, primarily widening from a two-lane cross-section to a four-lane cross section, and from four-lane to six-lane cross-sections.

The Tollroad/Freeway Alternative consists of a six-lane cross section north of 127th Street and a four-lane cross-section south of 127th Street. Crash rates of 1.580 and 0.617 crashes per million VMT were provided by IDOT for four-lane and six-lane cross sections, respectfully.

Methodology

In order to use the Critical Rates provided by IDOT and ISTHA, vehicle miles traveled (VMT) need to be determined. Simply put, VMTs are the average daily traffic (ADT) over a specified length of roadway. VMTs for the three Build and the No-Actions Alternatives were provided by CATS for the entire Project Corridor, as well as for the existing condition (1996). Multiplying the VMTs by the Critical Rate yields the number of crashes for that particular stretch of roadway for that day. Multiplying again by 365 days/year yields that yearly estimate for crashes on that stretch of roadway for the full year.

| Table 2 Crash Analysis – Existing Condition vs. No-Action | | | |
|--|-------------|-------------------------|---------------------------|
| Alternative | VMTs | Crashes per Year | Percent Difference |
| Existing Condition | 18,876,700 | 4,078 | -- |
| No-Action Alternative | 26,361,400 | 21,084 | 151% |

| Table 3 Crash Analysis – No-Action vs. Build Alternatives | | | |
|--|-------------|-------------------------|----------------------------------|
| Alternative | VMTs | Crashes per Year | Difference over No-Action |
| No-Action Alternative | 26,361,400 | 21,084 | -- |
| Tollroad/Freeway | 26,552,800 | 20,624 | -460 |
| Lemont Bypass | 26,354,500 | 21,004 | -80 |
| Enhanced Arterial | 26,369,000 | 21,094 | +10 |

Analysis

The VMTs provided by CATS were broken up into two categories, interstate and arterial roadways. Multiplying the VMTs per category by the appropriate Critical Rate yielded the number of crashes anticipated per day. Comparisons were then made between the No-Action Alternative and the existing condition and the Build Alternatives and the No-Action Alternative. (See Tables 2 and 3)

Conclusion

From the crash analysis described above, the Tollroad/Freeway Alternative is the safest Alternative presented (including No-Action).

PLAN CONSISTENCY REVIEW

As part of the Supplement to the Final EIS for the proposed action, a consistency review was performed to compare the five Alternatives discussed in the SFEIS to the comprehensive plans of the municipalities within the Project Corridor. The five Alternatives analyzed included No-Action, Mass Transit, Tollroad/Freeway, Lemont Bypass, and the Enhanced Arterial. The municipal plans involved in the study include:

- Will County Draft 2020 Transportation Framework Plan (February 2000)
- Will County Land Resource Management Plan (October 1990)
- Village of Woodridge Comprehensive Plan (December 1995)
- Village of Lemont Comprehensive Plan (October 1993)
- Village of Romeoville Comprehensive Plan (1988)
- City of Lockport Comprehensive Plan (December 1997)
- Village of New Lenox Comprehensive Plan (February 1997)

The municipalities not included in the above list that are located within the Project Corridor either do not currently have a comprehensive plan, or the plan is in draft form and has not yet been approved.

The planning officials of each community above were provided individual matrices listing goals and objectives identified in their respective land use, transportation and/or comprehensive plans. The community planning officials were asked to review the list of goals and objectives for completeness and add any additional goals and objectives deemed relevant to the I-355 South Extension. The planning officials for each community then ranked the five Alternatives for consistency to their community planning goals and objectives. A scale of 1 to 5 was used to score the Alternatives according to each objective for transportation and land use goals. A rank of 5 was considered the most consistent for the individual goal or objective and a rank of 1 was the least consistent. In situations where the community chose the response of “Not Applicable” to each Alternative for that particular goal/objective, the comment was not included in the total. Where “Not Applicable” was assigned for a particular Alternative, and the rest were given a ranking, the “Not Applicable” was not included in the average rank. The senior planner on staff or the village administrator provided the review.

| Table 1 Plan Consistency Review | | | | | |
|--|------------------------|--------------|----------------------|------------------|----------------------|
| Community | Alternative Ranking | | | | |
| | Year 2020 No-Action | Mass Transit | Tollroad/ Freeway | Lemont Bypass | Enhanced Arterial |
| Will County | 2.50 | 4.00 | 3.20 | 2.80 | 2.50 |
| Village of Woodridge | 1.00 | 1.30 | 4.70 | 3.60 | 1.30 |
| Village of Lemont | 1.80 | 3.50 | 4.50 | 3.20 | 2.10 |
| Village of Romeoville | 1.00 | 2.00 | 5.00 | 4.00 | 3.00 |
| City of Lockport | 1.80 | 1.40 | 4.80 | 4.10 | 3.00 |
| Village of New Lenox | 1.00 | 3.50 | 4.50 | 1.10 | 1.90 |
| Cumulative Average | 1.52 | 2.62 | 4.45 | 3.13 | 2.30 |

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HDR then compiled the reviews received from the local communities to determine which Alternative was most consistent with the local land use and transportation plans as a whole. The overall rankings for each individual community are shown in Table 1, as well as the cumulative sum for the region.

LOCAL OFFICIALS SURVEY

As part of the SFEIS for the proposed action, a survey was created to determine the quantity of development that is occurring as well as the appropriate transportation solution to traffic needs/congestion in the Project Corridor. Local Officials Surveys were distributed to the mayors and presidents of the communities as well as township supervisors within and around the Project Corridor. The Will County Board was also included in the survey distribution.

The first two questions address development that has occurred in the past decade as well as projected development in the near vicinity of their particular community. The third question focuses on existing travel times in the Project Corridor. And the fourth and fifth question asks which of the five Alternatives relate closest to the local plans of the communities. The final two questions allow space for additional comment. Attached is a copy of the survey that has the number of responses per answer listed for each question.

The Local Officials Survey was distributed to the following governing bodies:

- Village of Bolingbrook
- Village of Frankfort
- City of Joliet
- Village of Lemont
- City of Lockport
- Village of Manhattan
- Village of Mokena
- Village of New Lenox
- Village of Orland Hills
- Village of Orland Park
- Village of Romeoville
- Village of Woodridge
- DuPage Township
- Frankfort Township
- Homer Township
- Lemont Township
- Lockport Township
- New Lenox Township
- Will County

In total, 19 surveys were distributed and collected. It should be noted that for questions 1 and 4, multiple answers were received by communities, and hence, the number of responses to these questions do not total 19.

As stated above, the surveys were completed by the individual with the highest seniority for that particular government, as it was determined they would best be able to speak for their community.



Illinois Department of Transportation

FAP Route 340 Local Officials Survey

Name

Street Address

City

State

Zip

Phone Number

1. How would you define the development that has taken place in and around your community since the early 1990's.
13 Rapidly Increasing
5 Increasing
2 Steady
0 Decreasing
0 Rapidly Decreasing
2. Future development in and around my community will _____.
12 Rapidly Increase
6 Increase
1 Remain Steady
0 Decrease
0 Rapidly Decrease
3. Existing travel times within the FAP 340 Corridor are _____.
2 Acceptable **17** Not Acceptable
4. Which of the five (5) alternatives helps you achieve the goals set forth in your Local Community Land Use and Transportation Plans most effectively?
0 No-Action **1** Mass Transit
0 Lemont Bypass **1** Enhanced Arterial
18 Full-Build Freeway/Tollroad
5. Which of the five (5) alternatives is most consistent with your Local Comprehensive Plan?
0 No-Action **1** Mass Transit
0 Lemont Bypass **1** Enhanced Arterial
17 Full-Build Freeway/Tollroad
6. Do you have specific concerns with any of the alternatives discussed? If so, please explain.

7. If you wish to make any additional comments, please do so in the space below.

SECTION 4(f) EVALUATION

As part of the Supplement to the FEIS for proposed action, Section 4(f) properties bordering any of the Alternatives were documented. This includes Alternatives presented in the 1996 FEIS as well as Alternatives analyzed in the Supplement to the FEIS. This documentation applies to information contained in the following sections of the Supplement:

- Chapter 2 (Affected Environment), Section 7 (Forest Preserves and Parks)
- Chapter 3 (Alternatives)
- Chapter 4 (Environmental Consequences), Section 6 (Forest Preserves and Parks)
- Chapter 5 (Section 4(f) Evaluation)

The analysis was carried out in two parts, 1) Alternatives included in the 1996 FEIS and 2) Alternatives presented in the Supplement to the FEIS.

Analysis 1 – Alternatives included in the 1996 Final Environmental Impact Statement

Table 1 below lists the Alternatives presented in the 1996 FEIS and the Section 4(f) property potentially affected by the Alternatives. The table also indicates if the Alternatives are feasible and prudent based on information from the 1996 FEIS. Section 4(f) property listed for each Alternative may not be directly affected by that Alternative (i.e. right-of-way takes, etc.), however indirect impacts would be associated with the Section 4(f) land due to the location of the Alternative in the near vicinity.

| Table 1 Section 4(f) Evaluation | | | |
|---|------------------------|----------|---------|
| Alternative | 4(f) Sites Encountered | Feasible | Prudent |
| Transportation System Management (TSM) | None | Yes | No |
| Mass Transit | None | Yes | No |
| Alternative S-1 (Recorded Alignment, 1968) | None | Yes | No |
| Alternative S-2 | None | Yes | No |
| Alternative S-2A (Preferred Alignment) | None | Yes | Yes |
| Alternative S-3 | None | Yes | No |
| Alternative M-1 (Recorded Alignment, 1968) | None | Yes | No |
| Alternative M-2 | None | Yes | No |

| Table 1 (Continued) Section 4(f) Evaluation | | | |
|--|---|-----------------|----------------|
| Alternative | 4(f) Sites Encountered | Feasible | Prudent |
| Alternative M-2A (Preferred Alignment) | None | Yes | Yes |
| Alternative N-1 (Recorded Alignment, 1968) | Wood Ridge Forest Preserve Black Partridge Nature Preserve Black Partridge Forest Preserve Keepataw Forest Preserve Illinois & Michigan Canal | Yes | No |
| Alternative N-2 | Wood Ridge Forest Preserve Black Partridge Nature Preserve Black Partridge Forest Preserve Keepataw Forest Preserve Illinois & Michigan Canal | Yes | No |
| Alternative N-2A (Preferred Alignment) | Keepataw Forest Preserve Illinois & Michigan Canal | Yes | Yes |
| Alternative N-2A shifted 0.8 kilometers (0.5 miles) east | Wood Ridge Forest Preserve Black Partridge Nature Preserve Black Partridge Forest Preserve Illinois & Michigan Canal | No | No |
| Alternative N-2A shifted 2.0 kilometers (1.25 miles) east | Wood Ridge Forest Preserve Lemont Centennial Park Illinois & Michigan Canal | No | No |
| Alternative N-2A shifted 2.4 kilometers (1.5 miles) east | Wood Ridge Forest Preserve Illinois & Michigan Canal | No | No |
| Alternative N-2A shifted 0.24 kilometers (0.15 miles) west | Keepataw Forest Preserve Centennial Trail Illinois & Michigan Canal | Yes | No |
| Alternative N-2A shifted 1.2 kilometers (0.75 miles) west | Keepataw Forest Preserve Centennial Trail Illinois & Michigan Canal | No | No |
| Alternative N-2A shifted 2.4 kilometers (1.5 miles) west | Veteran's Memorial Woods Centennial Trail Illinois & Michigan Canal | No | No |
| Move I-55 interchange east | Wood Ridge Forest Preserve Black Partridge Nature Preserve Black Partridge Forest Preserve Waterfall Glen Forest Preserve Centennial Trail Illinois & Michigan Canal | No | No |

12/18/00

The support for the feasible/prudent columns can be found in the FEIS (1996), Sections 3.2.2 through 3.4.4.3.

The Section 4(f) land encountered was determined by following the alignment that the proposed Alternatives would take throughout the Project Corridor.

Transportation System Management Plan (TSM) and Mass Transit would most likely utilize the existing roadway/railway networks throughout the Project Corridor. Therefore, no additional impacts to Section 4(f) would be anticipated. While both of these Alternatives are considered feasible, neither is deemed prudent as stated in Sections 3.2.2 and 3.2.3 of the 1996 FEIS.

The four (4) alignment Alternatives listed for the southern portion of the Project Corridor, designated S-1, S-2, S-2A and S-3 will likely only have an affect of the Spring Creek Preserve/Greenway. The Spring Creek Preserve/Greenway follows Spring Creek from roughly Farrel Road to Messenger Woods north of U.S. Route 6. All four alignment Alternatives will have approximately the same affect of the Section 4(f) property. While all four of these alignment Alternatives are considered feasible, only Alternative S-2A is considered prudent, as stated in [Section 3.3.1 of the 1996 FEIS](#).

The three (3) alignment Alternatives listed for the middle portion of the Project Corridor, designated M-1, M-2 and M-2A, have no affect on Section 4(f) property. All three alignment Alternatives are deemed feasible, but only Alternative M-2A is considered prudent, as stated in [Section 3.3.2 of the 1996 FEIS](#).

All Alternatives listed below would impact the Illinois & Michigan (I&M) Canal.

The three (3) alignment Alternatives listed for the northern portion of the Project Corridor, designated N-1, N-2 and N-2A, have varying affects on Section 4(f) property. Alignment Alternatives N-1 and N-2 will impact parts of Wood Ridge Forest Preserve, Black Partridge Forest Preserve, Black Partridge Nature Preserve and Keepataw Forest Preserve. Alignment Alternative N-2A will only impact Keepataw Forest Preserve. All three alignment Alternatives were considered feasible, but only Alternative N-2A was considered to be prudent, as stated in [Section 3.3.3 of the 1996 FEIS](#).

Several variations of the preferred northern alignment Alternative, Alternative N-2A, were considered to identify the alignment with the fewest impacts that remained both feasible and prudent. Three alignment shifts to the east, as well as three alignment shifts to the west, were considered.

The Alternative N-2A alignment was analyzed with shifts to the east of 0.8, 2.0 and 2.4 kilometers (0.5, 1.25 and 1.5 miles). Shifting the alignment 0.8 kilometers (0.5 miles) east impacted Wood Ridge Forest Preserve, Black Partridge Nature Preserve and Black Partridge Forest Preserve, but no longer impacted Keepataw Forest Preserve. This Alternative was considered to be neither feasible nor prudent as stated in [Section 3.4.3.1 of the 1996 FEIS](#). Shifting the alignment 2.0 kilometers (1.25 miles) east impacted Wood Ridge Forest Preserve and Lemont Centennial Park. Again, this Alternative was considered to be neither feasible nor prudent as stated in [Section 3.4.3.2 of the 1996 FEIS](#). Shifting the alignment 2.4 kilometers (1.5 miles) east, or more, would impact Wood

Ridge Forest Preserve only. This Alternative was however found to be neither feasible nor prudent as stated in [Section 3.4.3.3 of the 1996 FEIS](#).

The Alternative N-2A alignment was analyzed with shifts to the west of 0.24, 1.2 and 2.4 kilometers (0.15, 0.75 and 1.5 miles). Shifting the alignment 0.24 kilometers (0.15 miles) to the west still impacted Keepataw Forest Preserve. This Alternative was determined to be feasible, but was not considered prudent since it had greater environmental impacts than the original alignment. Shifting the alignment 1.2 kilometers (0.75 miles) to the west would impact Will County Forest Preserve District lands north of the Des Plaines River. This Alternative was found to be neither feasible nor prudent as stated in [Section 3.4.4.2 of the 1996 FEIS](#). Shifting the alignment 2.4 kilometers (1.5 miles) west, or more, would impact Veteran's Memorial Woods. The Alternative was considered neither feasible nor prudent as stated in [Section 3.4.4.3 of the 1996 FEIS](#).

The final Alternative considered in the 1996 FEIS was to relocate the existing interchange with I-55 to the east. This Alternative would impact Wood Ridge Forest Preserve, Black Partridge Nature Preserve, Black Partridge Forest Preserve and Waterfall Glen Forest Preserve. This Alternative was considered neither feasible nor prudent as stated in [Section 3.4.2 of the 1996 FEIS](#).

Analysis 2 – Alternatives included in the 2000 Supplement to the FEIS

Table 2 below lists the Alternatives presented in the 2000 Supplement to the FEIS and the Section 4(f) property potentially affected by the Alternative. The table also indicates if the Alternative is feasible and prudent based on information in the SFEIS. Section 4(f)

| Table 2 Section 4(f) Evaluation | | | |
|------------------------------------|--|----------|---------|
| Alternative | 4(f) Sites Encountered | Feasible | Prudent |
| No-Action Baseline (DSFEIS) | None | Yes | No |
| Mass Transit | None | Yes | No |
| Lemont Bypass | Wood Ridge Forest Preserve Black Partridge Nature Preserve Black Partridge Forest Preserve Keepataw Forest Preserve Spring Creek Preserve/Greenway Higinbotham Woods Pilcher Park Illinois & Michigan Canal | Yes | No |
| Enhanced Arterial | Spring Creek Preserve/Greenway Higinbotham Woods Pilcher Park | Yes | No |
| Tollroad/Freeway | Keepataw Forest Preserve Wood Ridge Forest Preserve Illinois & Michigan Canal | Yes | Yes |

property listed for each Alternative may not be directly affected by that Alternative (i.e. right-of-way takes, etc.), however indirect impacts would be associated with the Section 4(f) land due to the location of the Alternative in the near vicinity.

The Section 4(f) land encountered was determined by following the alignment that the proposed Alternatives would take throughout the Project Corridor.

The No-Action Baseline consists of roadway projects that are going to be completed with or without the construction of the Proposed Action by the year 2020. These include the following local roadway projects:

- IL Route 59 from IL Route 126 to 103rd Street
- U.S. Route 30 from 159th Street to Black Road/Ruby Street
- 135th Street from IL Route 53 to New Avenue
- IL Route 7 (159th Street) from Gougar Road to La Grange Road
- Will-Cook Road from 159th Street to U.S. Route 6 (SW Highway)
- 143rd Street from 94th Avenue to 80th Avenue
- IL Route 59 from DuPage River to Interstate Route 55

These impacts will therefore occur regardless of the Alternative chosen. The No-Action Baseline is considered feasible, but is not prudent as it does not satisfy the Purpose and Need for this project.

The Mass Transit Alternative presented in the 2000 Supplement to the FEIS, similar to the Mass Transit Alternative presented in the 1996 FEIS, would have no impacts to Section 4(f) property as it would likely utilize existing roadway/railway networks. The above mentioned roadway projects are included in this Alternative as well. The Alternative is considered feasible, but is not prudent as it does not satisfy the Purpose and Need for this project.

The Lemont Bypass Alternative, which utilizes the proposed alignment of the Toll-road/Freeway Alternative in the northern portion and Gougar Road in the southern portion, would impact Black Partridge Nature Preserve, Black Partridge Forest Preserve, Keepataw Forest Preserve, Spring Creek Preserve/Greenway, Higinbotham Woods, Pilcher Park and the I&M Canal. While the northern portion of this Alternative would travel along existing right-of-way owned by the Illinois State Toll Highway Authority (ISTHA), it is likely that impacts would still occur in neighboring preserves. Impacts to preserves located in the southern portion would be due to the widening of Gougar Road. Again, the above mentioned roadway projects are included in this Alternative. This Alternative is considered to be feasible, but is not prudent as it does not satisfy the Purpose and Need for this project.

The Enhanced Arterial Alternative, which includes Gougar Road/State Street, IL Route 171 (Archer Avenue), IL Route 83, 135th Street and IL Route 53, would impact Spring Creek Preserve/Greenway, Higinbotham Woods and Pilcher Park. While this Alternative utilizes existing roadways, in many locations, roadway improvements and widening would be required, resulting in right-of-way takes. This Alternative does include the

roadway projects listed above. Similar to the Lemont Bypass, this Alternative is feasible, but is not considered prudent as it does not satisfy the Purpose and Need for this project.

APPENDIX C

- 1. IDOT and IEPA Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects**
- 2. Letter:** IEPA to IDOT, Subject: Air Quality, Date: December 6, 2000.

Illinois Department of Transportation (IDOT)
and
Illinois Environmental Protection Agency (IEPA)
Agreement on Microscale Air Quality Assessments
for IDOT Sponsored Transportation Projects

To comply with directives of the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations, and other federal statutes and incorporate the requirements of DOT Order 5610.1C, "Procedures for Considering Environmental Impacts," the U. S. Department of Transportation issued Environmental Impact and Related Procedures (23 CFR Part 771). Subsequently, the Federal Highway Administration (FHWA) provided guidance to states for performing air quality analysis for federally assisted highway projects. The current guidance "FHWA Technical Advisory T 6640.8A" provides information to states on air quality analysis. In addition, the Illinois Department of Transportation Air Quality Manual, dated May 1982, provides specific detailed information on air quality analysis. This Agreement is included as an appendix to the Air Quality Manual.

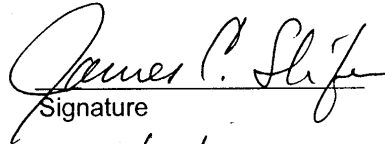
In order to reflect current air quality practices, IDOT and IEPA hereby agree to the following:

1. The June 21, 1978 "Agreement on Air Quality Considerations for Urban Transportation Plans and Highway Projects; Illinois Department of Transportation and Illinois Environmental Protection Agency" will be superseded by this agreement on the date this agreement is signed.
2. As outlined in FHWA's Technical Advisory T 6640.8A, dated October 30, 1987, IDOT is required and will continue to conduct a project level microscale carbon monoxide (CO) analysis. IDOT currently uses 16,000 average daily traffic (ADT) (as outlined in the 1978 agreement), as the threshold for conducting a microscale CO analysis. Since the 16,000 ADT threshold has been in use for over 20 years, and emissions from vehicles have been significantly reduced over this time-frame through various vehicle technology and fuel improvements, IDOT has initiated a study with the University of Illinois to determine the feasibility of developing and implementing a new threshold for conducting CO microscale air quality analysis. Once a new threshold is developed, it will be formally presented to FHWA and IEPA for concurrence prior to use. This agreement will then be amended to reflect the new threshold to be used for microscale air quality analysis.
3. A new screening tool (Illinois COSIM) for conducting CO microscale air quality analyses has been developed by the University of Illinois, in conjunction with IEPA and FHWA. If an intersection project exceeds the required traffic threshold (currently 16,000 ADT), and has a sensitive receptor (as defined in IDOT's Air Quality Manual), the Illinois COSIM screening model will initially be used to conduct

a microscale CO analysis. If the COSIM screening model shows a potential violation of the CO National Ambient Air Quality Standard, a further refined modeling analysis will be conducted for the project, using the U.S. Environmental Protection Agency CAL3QHC model. For non-intersection projects, the CAL3QHC model will be used.

4. Project level microscale CO analysis (the COSIM screening analysis or CAL3QHC analysis) will be conducted using vehicle emission factors generated from U.S. EPA's latest version of the MOBILE model. IDOT will consult with IEPA for proper inputs to use for the MOBILE model.
5. Project level total pollutant burden analyses for carbon monoxide, hydrocarbons, and oxides of nitrogen previously required by the 1978 agreement are no longer necessary if the project meets one of the following 3 conditions:
 - A) The project is located in an attainment area;
 - B) The project is in a non-attainment area, but is exempt from conformity;
 - C) The project is included in the most recent conforming TIP and meets all conformity analysis requirements (40 CFR Parts 51 and 93).
6. IDOT, Bureau of Design and Environment, will continue to work closely with the IEPA, Air Quality Planning Section, on general, as well as, microscale air quality issues.

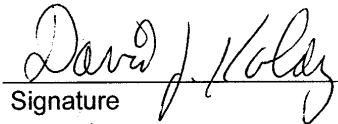
Concur:


Signature

7/15/00

Date

Director of Highways
Illinois Department of Transportation


Signature

6/30/00

Date

Chief, Bureau of Air
Illinois Environmental Protection
Agency

12/18/00



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276

THOMAS V. SKINNER, DIRECTOR

217/782-7326

December 6, 2000

| ORGANIZATION | DATE | DATE | DATE |
|---------------------|------|---------|------|
| BUREAU CHIEF | | 12/7/00 | |
| AVIATION | | | |
| ITS | | | |
| TRANSPORTATION PLAN | | | |
| PLANNING | | | |

Ms. Carla Berroyer
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

Dear Ms. Berroyer:

This letter is in response to your request regarding the need for a photo-chemical modeling assessment to address potential ozone impacts for the I-355 south extension. Based on the information you provided, IEPA's modeling staff concur that this level of analysis is not warranted. Based on our experience with urban airshed modeling in northeastern Illinois, the emissions of VOC and NOx projected by CATS for the "build scenario" for the I-355 extension will have a negligible impact on ozone air quality. Further, it is our understanding that this project is included in the transportation network data provided to LADCO by CATS for the purposes of 1-hour attainment demonstration modeling. As such, the impacts of the I-355 extension have already been accounted for in IEPA's SIP for the area, and will not hinder our ability to reach attainment by the statutory deadline, 2007.

If you have any questions, please contact Dennis Lawler, Manager of the Division of Air Pollution Control, IEPA, at 217/524-7636.

Sincerely,

David J. Kolaz
David J. Kolaz, Chief
Bureau of Air

MRO:RK:DK:bj/h:share:mroberroyer

GEORGE H. RYAN, GOVERNOR

PRINTED ON RECYCLED PAPER

12/18/00

APPENDIX D

1. **Letter:** Illinois Historic Preservation Agency to ISHTA, Subject: Lustron House, Date: October 7, 1998.
2. **Memorandum:** HDR Engineering, Inc. to ISHTA, Subject: Lustron House, Date: April 17, 2000.
3. **Letter:** ISHTA to Illinois State Historic Preservation Officer, Subject: Lustron House, Date: July 7, 2000.
4. **Memorandum:** HDR Engineering, Inc. to ISHTA, Subject: Lustron House, Date: August 20, 2000.
5. **Letter:** ISHTA to Illinois State Historic Preservation Officer, Subject: Lustron House, Date: August 28, 2000.
6. **Memorandum:** IDOT, Subject: Archaeological Compliance, Date: August 10, 2000.
7. **Letter:** Corps. of Engineers to ISHTA, Subject: Wetland Mitigation, Date: July 25, 1997.



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

October 7, 1998

Mr. Robert E. Douglas
Property Manager & Assistant Attorney General
The Illinois State Toll Highway Authority
One Authority Drive
Downers Grove, Illinois 60515-1703

Re: Lustron House

Dear Mr. Douglas:

We have received your letter regarding the Lustron House which was demolished before the Historic American Building Survey (HABS) recordation was initiated. We have given your suggestion of recordation of another Lustron home consideration. Upon further discussion, we have determined that the \$15,000 to \$20,000 costs associated with recordation may have a broader public benefit if the money was spent to disseminate information about Lustron Homes in a more publicly accessible format. For instance,

1. development of a good resource file for distribution (brochure) which could be distributed to Lustron owners or the general public to promote better awareness of this historic property type.
2. an advertising campaign to identify Lustron Homes in Illinois which would hopefully result in better planning by communities and state agencies when these resources are impacted by proposed projects.
3. the development of multiple property National Register form and listing of a couple of Lustrons in order to promote the significance of these homes.

We would be glad to meet and discuss in further detail these suggestions. Please contact me at 217/785-5027 or Tracey Sculle, Cultural Resources Manager, at 217/785-3977.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

AEH:AS

12/18/00

To Chris Snyder, ISTHA
From John Lazzara, HDR Engineering
Date April 17, 2000
Subject Meeting Minutes

HDR

Memorandum

The FAP Route 340 project was discussed at a coordination meeting with the Illinois Historic Preservation Agency (IHPA) on April 13, 2000 at 11:15 a.m. The meeting was held at the IDOT District One office in Schaumburg, Illinois. The purpose of the meeting was to discuss the status of the coordination for the Lustron House in conjunction with the FAP Route 340 project. The following is a list of those who attended the meeting:

| | |
|-----------------|---|
| Cody Wright | IHPA |
| Claude Walsh | IDOT - District 1, Environment |
| Jane Farrington | IDOT - District 1, Environment |
| Walt Zymniewski | IDOT - Bureau of Design and Environment |
| Jon-Paul Kohler | FHWA |
| David Niemann | IDOT - District 1, Environment |
| William Barbel | CTE |
| Chris Snyder | ISTHA |
| Robert Douglas | ISTHA |
| Greg Bussey | ISTHA |
| John Lazzara | HDR Engineering |

Chris Snyder started the meeting by providing a brief history of the FAP Route 340 project. He noted that the Final Environmental Impact Statement (FEIS) which included documentation for potential impacts to the Lustron House was approved in February of 1996. A Record of Decision was issued by FHWA in April of 1996 and then a lawsuit by several environmental advocacy groups was filed. Mr. Snyder mentioned that as a result of the lawsuit IDOT is leading the effort to prepare a Supplement to the FEIS, in cooperation with ISTHA.

With regards to the Lustron House, a Memorandum of Agreement (MOA) was signed by FHWA, SHPO, ISTHA, Advisory Council on Historic Preservation (10/3/95), and IDOT. The MOA included a stipulation requiring ISTHA to complete an Historic American Building Survey (HABS) for the Lustron House prior to demolition. Cody Wright stated that since the structure was taken down prior to a HABS being done the stipulation listed in the MOA cannot be satisfied.

Cody Wright suggested that ISTHA prepare a brief letter to the SHPO to reinitiate consultation and request a determination of Advisory Council on Historic Preservation involvement in this matter. At the same time, Jon-Paul Kohler agreed to check with FHWA Headquarters on the coordination process due to recent changes to Section 106 federal regulations. IHPA could determine that the process has been sufficient and thus declare the issue closed; IHPA could require ISTHA to support a HABS for a Lustron House located elsewhere in Illinois; or a modified proposal may be accepted to possibly support other Section 106 preservation.

CONCUR

By: Anne E. Hacht
Deputy State Historic Preservation Officer

Date: 5/26/00

RECEIVED

JUL - 5 2000

ENGINEERING
PLANNING

12/18/00



*The Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, Illinois 60515-1703
630/241-6800
Fax: 630/241-6100
T.T.Y. 630/241-6898*

July 7, 2000

Ms. Anne Haaker
Illinois State Historic Preservation Officer
1 Old State Capital Plaza
Springfield, Illinois 62701-1507

RE: FAP 340 (I-355 South Extension)-
Lustron House

Dear Ms. Haaker:

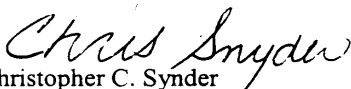
This letter is in regards to previous discussions surrounding the Tollway Authority's disposition of the Lustron House. As earlier discussed, the Tollway Authority has complied with all sections of Stipulation 2 in the Memorandum of Agreement (see attached letter dated September 9, 1998). Stipulation 3 of the MOA called for a Historical American Building Survey (HABS) prior to being demolished. This was not done.

As discussed with IHPA in April (see attached meeting minutes) the Tollway Authority would like to reinstate consultation to ameliorate this situation. The options that have been discussed include:

1. IHPA could make a determination that the process has been sufficient and declare it complete; or
2. IHPA could require the Tollway Authority to support a HABS for a Lustron House at a different location in Illinois; or
3. Support other Section 106 preservation

Please advise whether either of these options would satisfy the intent of the memorandum. We also request a determination of Advisory Council on Historic Preservation involvement in this matter.

Sincerely,


Christopher C. Synder
Senior Project Engineer

CCS:kaa

| | | | |
|-----|--------------------|-----------------------|------------------|
| cc: | Robert Douglas | Clarita Lao | Patrick Pechnick |
| | Ron Marshall, FHWA | Jon Paul Kohler, FHWA | Marty Joyce, HDR |
| | Bill Barbel, CTEE | | |

12/18/00

To Rocco Zuccherro, ISTHA
From John Lazzara, HDR Engineering
Date August 20, 2000
Subject Meeting Minutes



The FAP Route 340 (I-355 South Extension) project was discussed at a coordination meeting with the Illinois Historic Preservation Agency (IHPA) on August 17, 2000 at 10:30 a.m. The meeting was held at the IDOT District One office in Schaumburg, Illinois. The purpose of the meeting was to discuss the status of the coordination for the Lustron House in conjunction with the FAP Route 340 project. The following is a list of those who attended the meeting:

| | |
|-----------------|--------------------------------|
| Cody Wright | IHPA |
| Jane Farrington | IDOT – District 1, Environment |
| Jon-Paul Kohler | FHWA |
| David Niemann | IDOT – District 1, Environment |
| William Barbel | CTE |
| Rocco Zuccherro | ISTHA |
| John Lazzara | HDR Engineering |

Rocco Zuccherro started the meeting by providing a brief history of the FAP Route 340 project in relation to the Lustron House issue. Next, Cody Wright provided copies of a letter from IHPA to ISTHA dated October 7, 1998 which outlines options to consider since the Lustron House was taken down prior to an Historic American Building Survey (HABS) being done. Rocco Zuccherro asked about the need for further coordination with the Advisory Council on Historic Preservation (ACHP). Cody Wright indicated that ISTHA could respond to the October 7, 1998 letter and the proposed mitigation would be provided to ACHP. However, official coordination could remain at the IHPA state level.

Cody Wright explained that the first option listed in the October 7, 1998 letter is considered an Historic Architectural Survey (HAS). If the HAS option is preferred by ISTHA then the historic consultant should tailor the study to other Lustron Houses in the Illinois District 1 area if possible. The HAS could then be used as an Illinois resource paper. Cody Wright said that IHPA could provide a list of approved historians to ISTHA if desired.

It was mentioned that Lustron Houses have been determined to be eligible for the National Register of Historic Places. These structures typical qualify due to their age and uniqueness, as well as their cultural and social significant context.

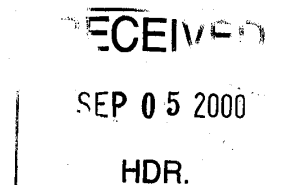
The next steps to take were discussed. ISTHA will prepare a scope for work related to one of the three options outlined in the October 7, 1998 letter. The scope of work will then be coordinated with IHPA and FHWA. Jon-Paul Kohler indicated that the Supplement to the Final Environmental Impact Statement should reference ISTHA's proposed mitigation option and IHPA's concurrence of the scope of work.



The Illinois State Toll Highway Authority TDC
2700 Ogden Avenue
Downers Grove, Illinois 60515-1703
630/241-6800
Fax: 630/241-6100
T.T.Y. 630/241-6898

August 28, 2000

Ms. Anne Haaker
Illinois State Historic Preservation Officer
One Old State Capital Plaza
Springfield, Illinois 62701-1507



RE: I-355 South Extension (I-55 to I-80)
Lustron House

Dear Ms. Haaker:

This letter is in response to the attached correspondence regarding the Lustron House. On August 17, 2000, Rocco Zuccherro, ISTHA Senior Environmental Planner, reviewed potential measures to mitigate the razing of the Lustron House with Cody Wright, IHPA Cultural Resources Manager (meeting minutes attached). As revealed to your office in prior correspondence, the Tollway inadvertently failed to comply with Stipulation 3 of the executed Memorandum of Agreement. The attached letter outlined several options that the Tollway can pursue to effectively address our historic recordation obligation for razing the Lustron House.

Upon review of your recommendations we agree to develop a resource file on Lustron Homes in northeast Illinois, as described in option 1 and further defined in the attached meeting minutes. We will continue to consult with your office to develop an acceptable scope of work for the creation of a resource file and brochure distribution.

At the August 17 meeting, Mr. Wright and Jon-Paul Kohler, FHWA, concurred that if the Tollway proceeds with the process discussed above, Stipulation 3 of the MOA will be adequately addressed and the Section 106 process will be complete.

Please contact me at your earliest convenience if you do not approve of this process. I would like to thank you for your patience and cooperation in this matter. If you have any questions or require additional information, please contact Rocco Zuccherro at 630-241-6800 extension 3909.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Kestutis P. Susinskas'.

Kestutis P. Susinskas, P.E.
Chief Engineer

KPS:RJZ:kaa
Enclosures

12/18/00



Illinois Department of Transportation

Memorandum

To: Peter Frantz
From: J. A. Walthall
Subject: Archaeological Compliance*
Date: August 10, 2000

*FAP 340
I-55 to I-80
Cook, DuPage, and Will Counties

I have been asked to provide my opinion concerning the need to contact Native American tribes as part of the preparation of the Supplemental Environmental Impact Statement. I do not believe this is necessary at this time for the following reasons:

The scope of the proposed FAP 340 project has not changed since the original archaeological survey and evaluation work was carried out.

No significant archaeological sites were found in the proposed project area and our finding of a determination of "No Effect" was concurred with by the Illinois State Historic Preservation Officer.

This finding was made prior to the formalization and publication of the 1999 changes in the Section 106 regulations. All existing agreements, including two party concurrences, remain valid according to the Advisory Council on Historic Preservation.

No sites containing Native American burials are located in the proposed project area.

No sites were found which can be directly affiliated with Federally recognized Native American tribes.

12/18/00



DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

REPLY TO
ATTENTION OF:

Construction-Operations Division
Regulatory Branch
199600163

JUL 25 1997

SUBJECT: Implementation of the Lockport Prairie Portion of the
Wetland Mitigation Plan for FAP 340 from Bolingbrook, DuPage
County, Illinois to New Lenox, Will County, Illinois

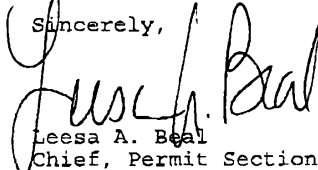
Illinois State Toll Highway Authority
Attn: Mark Kazich
One Authority Drive
Downers Grove, Illinois 60515

Dear Mr. Kazich:

This letter is to inform you that a representative of the Chicago District has inspected the site at the Lockport Prairie Nature Preserve that comprises part of the wetland mitigation for FAP 340, and has determined that the work has been completed in accordance with the approved plans. The Chicago District concurs with the determinations of the Forest Preserve District of Will County, the United States Fish and Wildlife Service, and the Illinois Nature Preserves Commission that the work appears to be functioning as intended. The District further agrees that the project shall represent 3.75 mitigation credits toward the total mitigation requirements of FAP 340.

If you have any questions, please contact Mark Matusiak of the Regulatory Branch, telephone number (312) 353-6428, extension 4035.

Sincerely,


Leesa A. Beal
Chief, Permit Section
Regulatory Branch

Copies Furnished:

United States Environmental Protection Agency (Pierard)
United States Fish & Wildlife Service (Rogner)
Illinois Department of Natural Resources (Schanzle)
Illinois Department of Natural Resources/OWR (Jereb)
Forest Preserve District of Will County (DeMauro)
Illinois Nature Preserves Commission (Heidorn)

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JUL 29 1997

DESIGN

12/18/00

APPENDIX E

1. Table E-1: Noise Levels at Sensitive Receptors in the Project Corridor

| Table E-1 Noise Levels at Sensitive Receptors in the Project Corridor | | | | | | | |
|--|-----------------------------------|---|--|--|--|------------------------------------|----------------------------|
| Receptor | Existing Noise Level (2000) dB(A) | Predicted Noise Level Year 2020 (No-Action) dB(A) | Predicted Noise Level Year 2020 (No Barrier) dB(A) | Noise Level Increase Over Existing dB(A) | Predicted Noise Level Year 2020 (With Barrier) dB(A) | Noise Reduction with Barrier dB(A) | Noise Barrier ^t |
| Southern Section | | | | | | | |
| 1 | 68 | 71 | 71 | 3 | 63 | 8 | E |
| 2 | 68 | 70 | 71 | 3 | 66 | 5 | E |
| 3 | 68 | 57 | 57 | -11 | 57 | 0 | E |
| 4* | 68 | 60 | 61 | -7 | 60 | 1 | E |
| 5 | 65 | 62 | 63 | -2 | 63 | 0 | NONE |
| 6 | 65 | 56 | 58 | -7 | 58 | 0 | NONE |
| 7 | 52 | 34 | 58 | 6 | 58 | 0 | F |
| 8 | 52 | 47 | 71 | 19 | 63 | 8 | F |
| 9 | 64 | 46 | 58 | -6 | 58 | 0 | NONE |
| 10* | 62 | 64 | 67 | 5 | 65 | 2 | G |
| 11 | 68 | 71 | 71 | 3 | 64 | 7 | E |
| 12 | 68 | 56 | 56 | -12 | 56 | 0 | E |
| 13 | 65 | 59 | 59 | -6 | 59 | 0 | NONE |
| 14 | 65 | 54 | 64 | -1 | 64 | 0 | NONE |
| 15 | 65 | 63 | 63 | -2 | 63 | 0 | NONE |
| 16 | 65 | 57 | 58 | -7 | 58 | 0 | NONE |
| 17* | 65 | 63 | 64 | -1 | 64 | 0 | NONE |
| 18 | 52 | 35 | 56 | 4 | 56 | 0 | F |
| 19* | 52 | 48 | 57 | 5 | 57 | 0 | F |
| 20 | 62 | 54 | 58 | -4 | 58 | 0 | G |
| 21 | 62 | 60 | 64 | 2 | 64 | 0 | G |
| 22 | 62 | 56 | 58 | -4 | 58 | 0 | G |
| 23 | 71 | 67 | 67 | -4 | 66 | 1 | E |
| 24 | 68 | 59 | 63 | -5 | 62 | 1 | E |
| 25 | 68 | 65 | 66 | -2 | 59 | 7 | E |
| 26 | 68 | 60 | 60 | -8 | 60 | 0 | E |
| 27* | 64 | 60 | 65 | 1 | 65 | 0 | NONE |
| Middle Section | | | | | | | |
| 28 | 74 | 63 | 64 | -10 | 64 | 0 | NONE |
| 29 | 49 | 46 | 59 | 10 | 56 | 3 | D |
| 30* | 49 | 46 | 72 | 23 | 63 | 9 | D |
| 31 | 62 | 48 | 53 | -9 | 53 | 0 | NONE |
| 32* | 62 | 75 | 75 | 13 | 75 | 0 | NONE ^{tt} |
| 33 | 62 | 49 | 53 | -9 | 53 | 0 | NONE |
| 34 | 74 | 51 | 57 | -17 | 57 | 0 | NONE |
| 35 | 74 | 58 | 63 | -11 | 63 | 0 | NONE |
| 36 | 74 | 61 | 63 | -11 | 63 | 0 | NONE |
| 37 | 74 | 59 | 60 | -14 | 60 | 0 | NONE |

| Table E-1 Noise Levels at Sensitive Receptors in the Project Corridor | | | | | | | |
|--|-----------------------------------|---|--|--|---|------------------------------------|----------------------------|
| Receptor | Existing Noise Level (2000) dB(A) | Predicted Noise Level Year 2020 (No-Action) dB(A) | Predicted Noise Level Year 2020 (No Barrier) dB(A) | Noise Level Increase Over Existing dB(A) | Proposed Noise Level Year 2020 (With Barrier) dB(A) | Noise Reduction with Barrier dB(A) | Noise Barrier ^t |
| Middle Section Cont. | | | | | | | |
| 38* | 74 | 60 | 64 | -10 | 64 | 0 | NONE |
| 39 | 49 | 39 | 55 | 6 | 55 | 0 | D |
| 40 | 49 | 38 | 57 | 8 | 53 | 4 | D |
| 41 | 49 | 38 | 57 | 8 | 52 | 5 | D |
| 42 | 49 | 39 | 58 | 9 | 58 | 0 | D |
| 43 | 58 | 47 | 53 | -5 | 53 | 0 | NONE |
| 44 | 62 | 68 | 69 | 7 | 69 | 0 | NONE ^{tt} |
| 45 | 62 | 61 | 64 | 2 | 64 | 0 | NONE |
| 46 | 62 | 64 | 64 | 2 | 64 | 0 | NONE |
| 47 | 62 | 67 | 67 | 5 | 67 | 0 | NONE ^{tt} |
| 48 | 62 | 53 | 60 | -2 | 60 | 0 | NONE |
| 49 | 62 | 49 | 56 | -6 | 56 | 0 | NONE |
| Northern Section | | | | | | | |
| 50* | 62 | 59 | 67 | 5 | 65 | 2 | A |
| 51 | 62 | 43 | 74 | 12 | 64 | 10 | A |
| 52* | 58 | 54 | 58 | 0 | 58 | 0 | NONE |
| 53 | 58 | 60 | 61 | 3 | 61 | 0 | NONE |
| 54 | 73 | 47 | 69 | -4 | 61 | 8 | B |
| 55* | 73 | 61 | 66 | -7 | 66 | 0 | B |
| 56 | 45 | 39 | <u>61</u> | 16 | <u>61</u> | 0 | NONE ^{ttt} |
| 57* | 45 | 36 | <u>65</u> | 20 | <u>65</u> | 0 | NONE ^{ttt} |
| 58 | 45 | 39 | <u>62</u> | 17 | <u>62</u> | 0 | NONE ^{ttt} |
| 59* | 64 | 70 | 70 | 6 | 65 | 5 | C |
| 60 | 64 | 72 | 72 | 8 | 63 | 9 | C |
| 61 | 62 | 59 | 63 | 1 | 61 | 2 | A |
| 62 | 62 | 50 | 60 | 2 | 56 | 4 | A |
| 63 | 62 | 49 | 65 | 3 | 61 | 4 | A |
| 64 | 62 | 45 | 69 | 7 | 64 | 5 | A |
| 65 | 62 | 37 | 55 | -7 | 51 | 4 | A |
| 66 | 62 | 52 | 72 | 10 | 62 | 10 | A |
| 67 | 58 | 52 | 65 | 7 | 65 | 0 | NONE |
| 68 | 58 | 43 | 60 | 2 | 60 | 0 | NONE |
| 69 | 64 | 74 | 77 | 13 | 66 | 11 | C |
| 70 | 58 | 42 | 63 | 5 | 62 | 1 | NONE |

Notes:

* Receptors that were measured in the field

Italic values represent Receptors identified in original noise analysis performed in 1996

(All other Receptors identified in noise analysis performed in 2000)

Bolded values represent noise levels that exceed the impact criterion level of 66 dB(A).

Underlined values represent noise levels that exceed an increase of greater than 14 dB(A) over existing noise level.

^t Receptor Group Barrier labels correspond to Exhibit 4-14

^{tt} A continuous wall could not be provided at these locations

^{ttt} Receptors 56, 57 and 58 were modeled for informational purposes only, these are not sensitive receptors.

Existing noise levels were determined using representative receptors:

4 – 1,2,3,11,12,23,24,25,26 ; 17 – 5,6,13,14,15,16 ; 19 – 7,8,18

27 – 9 ; 30 – 29,39,40,41,42 ; 52 – 53,67,68,70

32 – 31,33,43,44,45,46,47,48,49 ; 50 – 51,61,62,63,64,65,66

38 – 28,34,35,36,37 ; 55 – 54

57 – 56,58 ; 59 – 60,69

10 – 20,21,22